trol System (ETCS) Level-II which is based on Cab. Signalling principle is being put on trial on Delhi-Mathura section.

The cost of provision of this system on 'A' route of Indian Railways is expected to be of the order of Rs. 1200 crores.

Conversion of NG/MG line on Dharangadhra-Kuda siding

1233. SHRI BRAHMAKUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the work on gauge conversion from NG/MG to Broad gauge line on Dharangadhra-Kuda siding is to be executed on cost-sharing basis with Government of Gujarat and Salt Department, Government of India;

(b) if so, whether co-shares have come with their shares of fund;

(c) if not, whether the co-shares have been remineded; and

(d) if so, the reaction of the co-shares and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) No, Sir.

(c) Yes, Sir.

(d) They have indicated that requisite sanctions are being processed.

Detection of Fractures in Rail Lines

1234. SHRI AKHILESH DAS:
SHRIMATI VEENA VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether, after the Panipat train accident in November, 1998 in which over 200 persons were killed, steps have been taken to detect fractures in Rail lines, which was found to be the main cause of the accident; and

(b) if so, the number of rail-fractures detected and set right on each Railway zone and the expenditure incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, sir. Railway takes all possible steps to detect fractures in railway track, the most significant being ultrasonic testing of rails which has been intensified further. The train accident in November, 1998 in which over 200 persons were killed, however, took place at Khanna and not at Panipat.

(b) The number of rail fractures detected zone-wise during the year from April, 1998 to January, 1999 is as under:—

Railway	Rail Fractures
Central	94
Eastern	99
Northern	80
North Eastern	28
North East Frontier	03
Southern	60
South Central	20
South Eastern	944
Western	134
TOTAL	1462

Railways make all efforts to set right the rail fracture in minimum possible time. The expenditure incurred on a rail fracture is governed primarily by the kind of fracture, which occurs and varies widely depending upon the site conditions and the kind of repairs required.